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號五十五百九千五萬一第

日念月四年元統宣

HONGKONG, FRIDAY, JUNE 11TH, 1909.

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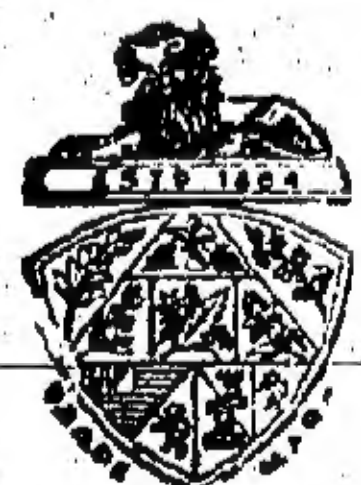
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Ar.—Mukden " " " "	9.15 p.m.	" "	" "
Ar.—Changchun " " " "	5 a.m.	Monday	Wednesday
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Ar.—Dairen " " " "	2.30 a.m.	" "	" "
Ar.—Shanghai (Steamer) " "	12.50 p.m.	" "	" "
Ar.— " " " "	afternoon	Friday	Sunday

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Hongkong, 24th July, 1905. [a51]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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German Consulate.

MISS E. WILL  
Proprietress.  
Swatow, 1st April, 1909. [a52]



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Hongkong, 26th April, 1909.

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Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEXES ROAD. LONDON OFFICE: 131, FLEET STREET. E.C.

**The Daily Press.**

(HONGKONG, JUNE 11TH 1909.)

We draw attention with pleasure to the remarks which His Excellency the Governor made yesterday at the meeting of the Legislative Council on railway matters. His Excellency confessed that when making his last statement he had been misled by figures in the Chief Resident Engineer's report as to the cost of work on the Beacon Hill Tunnel in 1907 and 1908, which showed a reduction of 103 per cent per foot in favour of the latter year, notwithstanding that the Report admitted that greater difficulties had been encountered in 1903 than in 1907. The Chief Engineer has since explained to His Excellency this apparent contradiction by a reference to his former report "in which it is stated that the so-called cost per linear foot in 1907 included the expenditure upon the metric gauge construction lines laid at both facings of the tunnel, the erection of machinery, the accumulation of timber at the site and many other similar items." His Excellency had overlooked this explanation in the 1907 report, and we did the same in commenting on these figures, being misled in the matter by the statement made by the Chief Resident Engineer in his Report for 1908, that "the cost of the tunnel-driving was very much reduced during 1903, due to better organisation made possible by coolies getting more trained to the work." That is the only explanation given by Mr. Eves in his 1908 Report of the great difference in cost per foot. If "it is only just to the engineers who began the tunnel work in 1907 under

extreme difficulties with insufficient staff and plant and much sickness" that it should be clearly stated now that the cost in 1908 was, not "very much reduced," as the Chief Resident Engineer had reported, but "very much greater" according to the Governor's explanation yesterday, all we can say is that it is a pity the Chief Engineer's Reports have not more clearly stated the facts.

His Excellency further emphasised again his previous statement that Mr. Bayce's estimate "cannot in any sense be regarded as an estimate of the railway," and went on to say that it "purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast and items under plant, including rolling stock and salaries." With regard to this we can only point out that in what purports to be Mr. Bayce's Estimate (twice laid before the Council in the Reports of the Chief Resident Engineer), he is represented as furnishing an estimate of \$315,000 for station buildings and machinery, and while it is not explicitly shown that he took into account all the other items enumerated by His Excellency, he added to his estimate 10 per cent for contingencies which we presume would more than cover the cost of all these items, excepting perhaps, rolling stock, the cost of which is partly borne by the Chinese section, and could not have been estimated at the time. To indicate how "rough" was the estimate, His Excellency mentioned that Mr. Bruce measured the tunnel for distance "only with a pair of dividers on a map." Yet we see from the published records that Mr. Bruce did not base his calculations of cost on an under-estimate of the distance. He reckoned the distance at 7,380 feet, whereas the actual distance proved to be 7,312. We point out these things simply in justification of our previous comments on the subject. On the general question of the value of the preliminary estimate we have only to remark that three years ago the Government evidently had greater respect for it than it has now, for Mr. Bayce made preliminary surveys and prepared estimates of two routes, and the present route was selected not merely because it was deemed "as best answering the requirements of a section of a trunk line through China," but because, in the words of Sir Matthew Nathan, it was "the most economical, both as regards construction and working expenses." What we have gathered from all the discussion that has recently taken place is, briefly, that important deviation from the scheme are responsible for the doubling of the Estimate. It doubtless is very misleading, as the Hon. Mr. MURRAY STEWART remarked, to simply divide the total cost by the number of miles, between Kowloon and Samchun, and say "there is the cost of the railway per mile." It is, however, a very common method of comparing the cost of railways. We notice that the Japan Mail has recently done this. It tells us that the cost per mile, even on the basis of the preliminary estimate, is "approximately three times as much as the outlay required in Japan," and, referring to the latest revised estimate, our Yokohama contemporary remarks that "a railway costing over half a million dollars a mile is something novel in the Far East, or anywhere, indeed, for the matter of that." We can well believe that the Colony will have a railway which will be regarded in the Far East, not only as novel from the point of view of its cost, but as a model of railway engineering.

From the taxpayer's point of view the important aspect of the heavy cost of the railway is the method of financing it. A railway twenty-two miles in length, so heavily capitalised, has small prospect of proving remunerative for very many years to come, when we consider how unlikely it is that the line will be able to compete with the river traffic either in passengers or freight from Canton, but will have to rely mainly on through traffic from the interior of China which will probably take many years to develop. Hence the Colony is likely to be permanently saddled with a loan of a million pounds sterling, or heavily taxed to provide for its repayment. The loan which the Chinese authorities are repaying at the rate of £110,000 a year, including interest, will be required to defray the cost of our own line, so that at the end of ten years the Colony will still have on its books a railway loan of over a million pounds sterling. What prospect is there of the Colony being able to repay that loan in ten, or twenty annual instalments?

For stealing a piece of chain from the s.s. Glenesk, Mr. J. H. Kemp yesterday sentenced a native to six weeks' imprisonment. Inspector Robertson placed seventeen natives before Mr. J. H. Kemp at the Magistrate's yesterday on a charge of gambling. The first defendant, who was the keeper of the game, was fined \$25, and each of the other players was fined \$3.

The Calcutta Turf Club sweep on the Derby was won by a soldier stationed at Sialkot, the second prize going to London, and the third to Bombay.

A negro appeared before Mr. J. H. Kemp at the Magistrate's yesterday charged with being drunk and incapable. When asked if he had anything to say he wished to know who arrested him, at the same time admitting that he knew nothing about the matter. He was fined \$1.

Owing to numerous complaints about hawkers in the Central District, P.C. Shepherd was yesterday despatched from the Central Police Station to investigate. His investigations led to the arrest of fourteen hawkers who appeared before Mr. F. A. Hazeland on charges of obstruction or hawking without a licence. In each instance a fine of \$10 was imposed.

The heavy fine of \$15 was imposed on a richa coolie by Mr. F. A. Hazeland at the Magistrate's yesterday for refusing to take a fare. A soldier hailed the defendant at the Hongkong Hotel corner and wished to be taken to Wellington Barracks. The coolie said he had a fare in the Hongkong Hotel bar, but as this was found not to be the case, he was arrested and charged.

If Carl Mason is in Shanghai at present it may interest him to know that the note he corked up in a brandy bottle and dropped overboard from the s.s. Eastern, sixty miles from Hongkong, is in the possession of the Hongkong Police. The note, which was discovered near the Shumkwan Police station, was headed, "All's well." Beneath was a sketch of what was probably meant to represent a lamb, and lower down on the slip of paper was the information "Dropped sixty miles from Hongkong from the ship Eastern. April 5th, 1909. Going to Shanghai. Carl Mason."

A thirsty coolie held up a Chinese gentleman in Wellington Street on Wednesday afternoon to explain how dry he was. The generous gentleman took the coolie to a street stall and "stood him" a sarapailla, at the same time calling for another drink for himself. While drinking he felt a tug at his pocket, and on turning saw the coolie running away with a purse in his hand. On realising that his own was missing he gave chase, overtook the thief, and handed him over to the police. Mr. F. A. Hazeland heard the charge at the Magistrate's yesterday, found the defendant guilty, and sentenced him to six weeks' imprisonment and six hours' stocks.

## THE LATE DR. HUNTER.

TRIBUTE FROM THE HONGKONG COLLEGE OF MEDICINE.

The remains of the late Dr. Hunter, Government Bacteriologist, were interred in the Colonial Cemetery at Happy Valley yesterday afternoon, the funeral cortege including a large number of friends. Numerous wreaths were sent. The burial service was conducted by the Rev. F. T. Johnson. The largest attendance included Captain Mitchell-Taylor, A.D.C. to His Excellency the Governor, Hon. Mr. F. J. Badley, Captain Superintendent of Police, Major Probyn, R.A.M.C., Hon. Dr. Ho Kai, Dr. Bell, Koch, Thomson, Pearce, Clark, Gibson, Black, Messrs. J. H. Kemp, P.N.H. Jones, E. J. Hughes, R. A. Harding, G. A. Woodcock, F. B. L. Bowley, R. H. A. Craig, A. S. Tuxford, A. R. Sutherland, the whole staff of the Lecturers of the Hongkong College of Medicine, in which the deceased was Lecturer on Pathology and Bacteriology, together with the students of the College. At a full meeting of the Senate, at which this formal representation of the Medical College was resolved upon, the following resolution of condolence with Mrs. Hunter was placed on the records:—"The members of the Senate of the Hongkong College of Medicine desire to convey to the widow of Dr. William Hunter their most sincere sympathy with her in her bereavement. Dr. Hunter has since his first arrival in this colony in 1901 been a most keen and sympathetic supporter of the College, and has given much good work to the furtherance of its objects. Through his death the College has lost one of its most able, enthusiastic and successful teachers."

## THE WORLD BETTER THAN IT WAS.

Professor Goldwin Smith, writing from the altitude of serene old age, discusses in the *Canadian Magazine* Labour and Socialism. He bears this old man's witness to the progress of the race. In the course of the eighty-six years of the writer's life there has, in the countries in which he has lived, been, if not the increase to be desired, certainly a marked increase of the sense of social responsibility and of active benevolence. The monuments of it, in fact, in the shape of charitable foundations, charitable associations, and benefactions of all kinds, are everywhere to be seen. There is still unslakably a great deal of selfish and wasteful luxury, such as provokes class hatred and is dangerous to society. This world of ours is still a good deal out of joint, though not quite so much so as it was eighty years ago. We may hope that happiness is more equally divided than wealth. Thackeray's "Marquis of Steyne" rolls in wealth and riots in debauchery. But happy he is not; a day-labourer on the "Steyne" estates, with a kind wife, a good cottage, and regular pay, is happy. In one respect there may have been a change for the worse. The social advantage of employer from employed, has probably increased. Old men may remember the time when the habitations of the two classes were less apart, and there was more intercourse between them. They now live entirely apart; the working men in their cottages near the works; the employer in his villa in the outskirts. In a great number of cases too the employer is a Company. Employers should do what they can to improve the social relation.

The Calcutta Turf Club sweep on the Derby was won by a soldier stationed at Sialkot, the second prize going to London, and the third to Bombay.

## TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

## PRINCE NASHIMOTO.

London, June 10th.

Prince Nashimoto witnessed some superb military operations in the Long Valley at Aldershot.

## THE FOURTH DREADNOUGHT.

London, June 10th.

The fourth Dreadnought has been commissioned at Portsmouth and will join the Home Fleet at Spithead.

## ENGLAND AND CHINESE CUSTOMS DUTIES.

London, June 10th.

A Washington dispatch states that confirmation has been received in diplomatic circles that Great Britain has finally refused to participate in an International Conference with a view to allowing China to increase her ad valorem duties, in return for the abolition of the likin duties.

## THE TSAR'S TOUR.

London, June 10th.

It is announced at St. Petersburg that the Tsar will visit King Emmanuel in Italy at the conclusion of the meetings with the Kaiser, King Gustaf, President Fallieres and King Edward, but the date of the visit to Italy has not yet been fixed.

## AN IMPORTANT POLICE CAPTURE.

London, June 10th.

The Police have unearthed at Marion, Ohio, the headquarters of a notorious blackhand Italian secret society which has been responsible for countless murders, blackmailings and terrorism in America and Italy.

## BANDMANN OPERA COMPANY.

There can be no two opinions about the present combination. It is one of the best that Mr. Bandmann has sent eastwards. All the good things that have been said about it are thoroughly deserved as the large audience which filled the Theatre last night can testify. The season opened with "The Gay Gordons," a light picturesque piece which has attained great popularity at home. The little maids formed a pleasing feature of the production, but the honours went to Mr. Coyne as Angus Graeme, to Mr. Frank Danby as Nery Nat, and Miss Gregory as Peggy Quinlan. The Highland dancing and solo singing were enjoyable features, while the topical allusions were particularly apt. A slumbering trio was described as the Legislative Council and the same three in a more or less ridiculous attitude were presented as the Sanitary Department, who did not know whether the fluid was jeyes or they were.

## ENGLISH AND SCOTTISH SHOOTING.

SPORT THE SALVATION OF RURAL DISTRICTS.

Mr. Isaac N. Ford, writing on "English and Scottish Shootings" in the April number of the *Outing Magazine* gives some interesting particulars as to the cost of popular sport. He says:

American millionaires have been known to invest as much as £20,000 in a season's shooting with incidental entertaining and card-playing. An estate which will yield from six hundred to a thousand pounds a year, and which is well stocked with game, is a good thing for the birds in the market. A shooting is roughly expected to fetch about £30 for every acre, certainly one pound for a brace grouse, possibly half as much for partridges and much less for pheasants and ground game. An outing of a few days costs as much as £100 to £150, with the railway fare, outfit for guns and luggage for servants.

Sport is helping to keep rural England and Scotland alive. Millions are expended yearly in the maintenance of game preserves, shooting and hunting packs. The rentals of shootings, including country house and lodges, amount annually to £700,000. A large multiple must be used for estimating the aggregate investment in sport when the cost of the upkeep, house and field service, entertainment of guests and a across-country travel is added, and allowance is made for estates occupied by owners. There are also two hundred packs of hounds in the Kingdom, and the employment of kennel and stablemen, and the continuous hospitality of country houses, each is worth not less than £60,000 a year to the people of the district. An elastic calculation with a clean slate hardly knows when to stop in enumerating out the money value of shooting and hunting in a country of declining agricultural resources. Sport has become an organised industry, with thousands of gamekeepers, gillies, beaters and outdoor men in the service of the pleasure-loving rich.

Mr. Ford thinks, on the whole, that sport is the salvation of our rural districts.

## SUPREME COURT.

Thursday, 10th June.

## IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

## FORFEITURE OF SECURITY.

Re Kwong Hang Tai, the Official Receiver said this was an application for the forfeiture of a security of \$3,300 given by Sip Hing Tung and Li Hip Chu. The debtors were arrested under the Bankruptcy Ordinance, and afterwards an order was made that they should give security for their appearance in the sum of \$3,300. A previous application was made in June last year, when debtors appeared in Court. Since then he had obtained further information as regards property in Canton, and he wished to have the debtors examined. Debtors had been served with notices to appear.

His Lordship—How have you foreseen that they will not appear?

The Official Receiver—If they appear I don't apply.

Debtors' names were called but they did not answer. The Official Receiver asked that the order be made so that the money could be applied to the estate for the benefit of the creditors.

His Lordship—I don't see what claim the creditors have.

The Official Receiver—Well, my Lord, they are the people who lose the money.

The application was granted.

## APPLICATION FOR DISCHARGE.

Mr. F. X. d'Almada applied for the discharge of Ng Kam Sang, one of the partners of the Yuen On Company, and stated that Mr. Goldring, who appeared for the petitioning creditor, did not object.

His Lordship asked what dividend had been paid.

The Official Receiver—No dividend yet.

His Lordship—Any chance?

The Official Receiver—A dividend will be paid, but not 50 per cent. Therefore your Lordship is bound to suspend the discharge.

His Lordship—I might make it six months.

The Official Receiver—Your Lordship generally makes it a year.

His Lordship—There is nothing alleged against the man, is there?

The Official Receiver—Not against this particular man, but I have something against the other partners.

Mr. d'Almada explained that this man was arrested at the instance of the other partners, who afterwards disappeared.

His Lordship—As far as he is concerned, he has done everything to assist you?

The Official Receiver—Yes, my Lord, because he is under a bond to do so.

His Lordship—So are they all.

Mr. d'Almada—I don't ask your Lordship to discharge the firm, but to discharge him.

The Official Receiver—The reason he is applying for his discharge is in order to get back the \$1,000 furnished as security.

His Lordship—But the security won't be released until he is finally discharged.

An order was made suspending the discharge for six months, and the application for the release of security was adjourned until the expiration of that period.

## A CONTRACTOR'S AFFAIRS.

Re Tsang King, the well-known contractor, against whom a receiving order had been made on the petition of the Green Island Cement Company, Mr. Holbrow applied for a rescission of the receiving order.

The Official Receiver objected that sufficient publicity had not been given to the matter, and pointed out that other creditors might come forward.

His Lordship thought the matter should be advertised.

The Official Receiver said debtor was a man with large contracts and it was quite possible other creditors, especially Chinese, might not know.

His Lordship said that, if no further creditors appeared in fifteen days, the order would be made.

## A BUILDING'S FAILURE.

Wong Yee, a building contractor, appeared to undergo his first public examination. In reply to the Official Receiver, he stated that he commenced the Taikee Dock in 1901. He started with a capital of about \$1,000. He had no partners. Out of Taikee contracts he made a profit of from \$20,000 to \$30,000, which he put in the business. During the last two years he lost over \$10,000. He lost \$1,500 on a slipway and lost \$3,500 on a contract for cutting away a hill. He had several hundred workmen, and as they could not work owing to the rain, he had to support them. He had borrowed money since and he proposed to his creditors that, if allowed to work, he would pay 10 per cent per annum. The creditors were agreeable.

## A MERCHANT'S FAILURE.

Re D. R. Captain, debtor stated in reply to the Official Receiver that he was unable to furnish the statements of accounts asked, as he had not kept proper books.

The examination was closed, the Official Receiver remarking that the other matters could be dealt with when debtor applied for his discharge.

## LATEST STEAMER MOVEMENTS.

The Indo-China str. Japan from Calcutta left Singapore on the 9th inst. afternoon, and may be expected here on or about the 15th inst. The P.M. str. China arrived at San Francisco on the 8th inst.

FOURTEEN ENGAGEMENT RINGS.—When a young girl entered a pawnbroker's shop in Leipzig with fourteen rings she was suspected and detained. Inquiries proved that she was the rightful owner, and that the rings were souvenirs of fourteen fiancés.

## REPORT OF THE REGISTRAR OF THE SUPREME COURT.

The report of the Registrar of the Supreme Court for the year 1908, which was laid before the Legislative Council yesterday, shows that the total sums collected during the year by way of fees and commissions amounted to \$46,592.90 as against \$76,156.78 in previous year.

## ORIGINAL JURISDICTION.

The number of actions instituted in the Court during the year was 206, and there were 280 pending at the commencement of that year as against 261 and 162 respectively in 1907. 168 were disposed of during the year, 58 being settled or withdrawn before trial; 1 transferred to Summary Jurisdiction and 1 transferred to Admiralty leaving a balance of 315 undisposed of, as against 143, 39 and 280 respectively in 1907. The total amount involved was \$2,466,274.90, as against \$3,276,203.22 in 1907. The debts and damages recovered amounted to \$902,864.23, as against \$804,049.36 in 1907. The total fees collected amounted to \$15,341, as against \$16,201 in 1907.

## SUMMARY JURISDICTION.

The number of actions instituted was 1,735 during the year and 225 were brought forward from 1907, as against 1,894 and 245 respectively in 1907. 1,838 were disposed of, 724 being settled or withdrawn before trial, 184 being struck out, dismissed, and 1,030 writs, 135 struck out of the Cause-Book as having been standing over generally for more than a year, leaving a balance of 122, against 1,912, 792, 231 and 225 respectively in 1907. The total amount involved was \$345,051.29, and the debts and damages recovered amounted to \$111,263.15, as against \$474,500.43 and \$183,952.21 respectively in 1907. The total fees collected amounted to \$9,261.75, as against \$9,705.10 in 1907. The number of Distress Warrants for rent issued was 512, representing aggregate unpaid Rents amounting to \$60,687.87, of which the aggregate sum of \$17,579.95 was recovered, against 469, \$65,614.26 and \$22,122.50 respectively in 1907. 270 Warrants were withdrawn on settlement between the parties, as against 229 in 1907. The total fees collected amounted to \$2,729.50 as against \$2,770 in 1907.

## CRIMINAL JURISDICTION.

There were 26 cases and 59 persons committed for trial at the Criminal Sessions, as against 24 and 70 respectively in 1907. The number of persons actually indicted was 53, of whom 26 were convicted and 27 were acquitted. Against 6 persons no indictments were filed. In 1907 the figures were respectively 56, 48 and 8.

## APPELLATE JURISDICTION.

There were five Appeals instituted during the year, against 13 in 1907.

## ADMIRALTY JURISDICTION.

There were four Actions instituted during the year, and 3 were pending in 1907; 4 were disposed of, and 1 was settled before trial, leaving 2 pending. The number of vessels arrested was 1. The total fees collected amounted to \$352 as against \$314.50 in 1907.

## BANKRUPTCY JURISDICTION.

There were 34 petitions filed by creditors' petitions, and 11 being petitions by the debtors themselves. The figures for 1907 were respectively 51, 34 and 17. The number of receiving orders made was 30, being 21 on creditors' petitions, and 9 on debtors' petitions. The figures in 1907 were respectively 46, 31 and 15, and 1 Administration Order. The number of Public Examinations held was 22, as against 34 in 1907. There were 14 Adjudications. The Scheme of Arrangement was approved by the Court. The figures in 1907 were 39 Adjudications, 2 Compositions and 1 Scheme of Arrangement approved by the Court. There were 2 discharges, as against 3 in 1907. The aggregate amount of declared assets was \$776,144.03 and declared liabilities \$1,261,135.27, as against \$860,308.99 and \$2,383,714.06 respectively in 1907. The Fees amounted to \$6,175.02, including the Official Receiver's commission as Trustee where no trustee had been appointed by the Creditors, as against \$5,255.25 in 1907.

## PROBATE AND ADMINISTRATION.

There were 234 Grants made by the Court: Probates 101 Letters of Administration 133. The figures in 1907 were respectively 92 and 92. The aggregate value of the Estates was \$3,405,400, as against \$12,675,740 in 1907. Probate Duties amounted to \$81,136.00. Additional Probate Duty paid in 1908—\$120.60. Court Fees amounted to \$2,236.40 and Official Administrator's Commission to \$1,812.13. The figures in 1907 were respectively \$369,938.00, \$11,820.90 and \$1,468.13. No additional Probate Duty was received during that year. There were 69 Estates vested in, or administered by the Official Administrator during the year, representing an aggregate value of \$14,978.17. The figures for 1907 were respectively 42 and \$24,560.78. 28 Estates were wound up during the year, representing an aggregate value of \$42,479.69, as against 22 in 1907 representing \$20,977.40.

## OFFICIAL TRUSTS.

The total number of Trust Estates in the hands of the Official Trustee at the end of 1908 was 25 and the aggregate amount of Trust funds \$115,052.42 as against 27 Estates aggregating \$116,215.47 in 1907, and certain house property. The amount of commission collected was \$254.99, as against \$728.47 in 1907.

## REGISTRATION OF COMPANIES.

The total number of Companies registered from the commencement of the "Companies Ordinance, 1865," was 561 with an aggregate capital of \$256,761,334.00.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 10th at 12.10 p.m.—The depression lying over Korea Straits yesterday morning has moved quickly towards E.N.E. and is now passing to the South of the South of Hokkaido. The other centre is moving slowly towards N.E. to the North of Vladivostok.

The barometer has risen moderately over W. Japan and the E. coast of China.

Pressure is highest over the N. part of the China Sea and the Pacific towards the Bonins. A second maximum lies over the Yangtze Valley, with relatively low pressure lying over S. China. Moderate variable winds may be expected in the Formosa Channel and moderate S.W. and S. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (\*) Variable winds, moderate.

South coast of China between Hongkong and Lamook. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

(\*) S.W. and S. winds, fresh or moderate; squally, showery later.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEATHLY LUGARD, K.C.M.G., C.B., D.S.O.  
Hon. Mr. F. H. MAY, C.M.G. (Colonial Secretary).

Sir HENRY BERKELEY, K.C. (Acting Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).  
Hon. Mr. P. N. H. JONES (Acting Director of Public Works).

Hon. Mr. A. W. BREWIN (Registrar-General).

Hon. Mr. F. J. BADELEY (Capt. Superintendent of Police).

Hon. Dr. HO KAI KEE, C.M.G.

Hon. Mr. E. A. HEWITT.

Hon. Mr. E. OSBORNE.

Hon. Mr. W. J. GRESSON.

Hon. Mr. MURRAY STEWART.

Hon. Mr. WEI YUK, C.M.G.

Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Registrar of the Supreme Court for 1908.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the Financial Minutes (Nos. 21 to 25) and moved that they be referred to the Finance Committee.

The Colonial Treasurer, seconded, and the motion was agreed to.

FINANCIAL.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 5) and moved its adoption. He said:—In connection with this I beg to lay on the table the following certificate signed by me, "I certify that the supplementary appropriation estimates for 1903 were read clause by clause in the presence of all members of the Finance Committee."

The Colonial Treasurer seconded the motion, which was agreed to.

KOWLOON-CANTON RAILWAY.

The Colonial Secretary moved the following resolution:—"It is hereby resolved that a sum of Three million two hundred and eighty thousand six hundred and sixty-three dollars (\$3,280,663) be advanced out of funds in the custody of the Government for the purpose of construction of the Hongkong-Canton Railway (British Section) during the year 1909." He said:—Details of this sum will appear, as hon. members are no doubt aware, in the appendix to the estimates for the current year.

The Colonial Treasurer seconded.

HIS EXCELLENCY:—Gentlemen, I said in my annual remarks on the progress of the railway, at our meeting before last, that a resolution of this kind would not be required this year as the amount for the construction of the railway was already included in the annual estimates, in accordance with the new financial instructions issued by the Secretary of State. I am advised however that the more correct procedure is to propose this resolution, but it will not be required next year, and therefore it is included in the business of to-day. As the railway question is before the Council, I am glad of the opportunity it gives me of removing misapprehensions which have arisen in consequence of what I said on the previous occasion. In the comparison between the cost of the tunnel in 1907 with that in 1908 the remarks I made to the Council were misleading, because I myself was misled. I quoted a paragraph from the report of the Chief Resident Engineer in which he said:—"The cost of the tunnel driving was very much reduced during 1908 due to better organization, made possible by coolies getting more trained to the work." This statement was followed by figures giving the cost per lineal foot under the heading of driving, enlarging and bricking-in for each of the years 1907 and 1908 and showing an aggregate saving of some 106 per cent per lineal foot in the cost for 1908 over that of 1907. The report went on to state that the difficulties encountered in the tunnel in 1908 were greater than in 1907 and that this accounted for the large increase over the estimates. I failed to get a proper explanation of this apparent contradiction, but the Chief Engineer now explains it by a reference to his previous report for 1907, which I had overlooked at the moment, in which it is explained that the so-called cost per lineal foot in 1907 included the expenditure upon the metric gauge construction lines laid down at both gages of the tunnel, the erection of machinery, the accumulation of timber and other materials at the site, and many other similar items. In order to make a reliable comparison of one year with another, these items should be stretched over the period of the whole construction. As a matter of fact, the cost of the tunnel was considerably more per lineal foot in 1908 than it was in 1907. It is due to the engineers, who were employed in the early days on the tunnel, that this fact should be thoroughly understood. They worked under very great difficulties with an inadequate staff, with insufficient plant, and with a great deal of sickness. When I was speaking of the financial aspect of the tunnel construction, nothing was further from my mind than to throw any blame upon them, or undervalue their services. Perhaps few men have more reason than myself, from personal experience, to appreciate the difficulties and discouragements of early pioneer work. Those who come after, however generous, will find it often impossible to appreciate the difficulties, which those who have laid the foundations have had to face (applause). If this impression, as I understand from what I have seen in the local press, has been conveyed by words

which I used, I desire most emphatically to remove it. I do not propose to review again the railway question, but I would like to emphasize one point which I have already emphasized every time I have spoken upon this subject, and that is that the so-called "Bruce's estimate" cannot be considered as an estimate of the cost of the construction of the railway. When Mr. Bruce made his preliminary survey, the question was under discussion as to whether the railway should follow a route along the eastern or the western side of the peninsula. It was issues of this kind upon which his advice was sought. His figures did not purport to be a considered estimate of the cost. There were no calculations of quantities and the length of the tunnel was estimated upon the map with a pair of dividers. They purposely omitted a large number of items, such as station buildings and machinery, workshops, roads, boundaries, ballast, and items under plant, including rolling stock and salaries. The re-alignment which has been made after a careful survey of the original line proposed by him, has resulted in a large saving over the cost which would have been involved by following Mr. Bruce's rough line. The first reliable estimate that we had of the cost of the railway was the one which was made in June 1907. It took nine months to prepare. It amounted to a little over eight million dollars. It did not include, as I have repeatedly pointed out, several items which were under discussion at the time it was presented. If these items be added and also the cost of land resumption in the neighborhood of the deep sea goods' wharf, and the passenger station it will be found that the estimate presented in June 1907 has not been exceeded except in the single item of the tunnel. In my recent statement to the Council I criticized the variations under different heads between the estimates, presented this year and those laid on the table last year and said that though these variations were unsatisfactory, the method of preparing estimates did not reflect upon the skill of the British engineer. The salient fact remains that however the sums might have been allocated under various heads, and whether intermediate estimates presented to the Council have been satisfactory or have been faulty, the original estimate for which the Crown Agents are responsible have only been exceeded in one item—that of the tunnel, the excess on which is one million and a quarter dollars. I am, of course, speaking of the estimates which were laid on the table the other day. So far as these estimates are concerned the only excess when all the items are included, on the original estimate of June 1907, is in respect of the tunnel.

HON. MR. STEWART:—Your Excellency, I should just like to say I have listened to your remarks with considerable satisfaction. I hope that they will effectually destroy the idea that this Colony is being called upon to pay for the railway a price nearly twice as large as it ought. As Your Excellency has indicated, this erroneous impression arose from comparing the preliminary with the detailed estimates, as if they were different estimates for an identical work. It has already been pointed out by those who sought to combat this erroneous notion that the preliminary estimate was for a single line throughout, whereas the actual construction provides for development into a double line on all bridges, culverts and tunnels, except Beacon Hill. It has further been pointed out that the preliminary estimates did not provide for land reclamation and land resumption at the terminus. In connection with the cost of land reclamation and resumption it should not be forgotten that to include it in the railway estimates renders these misleading for purposes of comparison with other railways, in the matter of the average mileage cost of construction. A very misleading impression is created by simply taking the total of the revised estimate and dividing it by the number of miles between Kowloon and Canton. The product is startling; but if to the original 22 miles were to be added the many miles of sidings which will be provided at the terminus, a much better result would appear. Even so however, justice would not yet be done. If the whole cost of reclamation is to be debited to the railway, some thought should be taken of the value of the land reclaimed, some of which will be used for other than strictly railway purposes—for godowns, and other requirements of the Port scheme. Hereafter that land should prove a valuable asset to the Colony. Considerations of this nature ought not to be overlooked in viewing the matter broadly. I urge the desirability of viewing it broadly. Viewing it narrowly in the light of *post hoc* wisdom, while it may be easy for some people to point to mistakes made and faults committed, while it may perhaps not be difficult to see how minor economies could have been effected, there does not seem to be any good reason for rushing to the conclusion that the cost is excessive in view of the work done. That an impression based upon this conclusion is widely held I know. I do not share it, I regret it. It is an unfortunate impression to get abroad. Therefore, as correcting some of the minor errors which make up the total sum, I welcome Your Excellency's statement (applause).

PUBLIC SERVICE TRANSFER OF DUTIES ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.

The Colonial Secretary seconded, and the bill was read a first time.

PATENTS AMENDMENT ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892.

The Colonial Secretary seconded, and the bill was read a first time.

THE COLONIAL SECRETARY seconded, and the bill was read a first time.

THE ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend the Patents Ordinance 1892.

The Colonial Secretary seconded, and the bill was read a first time.

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The Colonial Secretary seconded, and the bill was read a first time.

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PREPARED OPIMUM AMENDMENT ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend The Prepared Opium Ordinance 1891.

The Colonial Secretary seconded, and the bill was read a first time.

SUPPLEMENTARY APPROPRIATION ORDINANCE.

The Colonial Secretary seconded, and the bill was read a first time.

THE TRAMWAY BILL.

The Attorney-General moved the first reading of a Bill entitled An Ordinance to amend The Tramway Ordinance 1891.

The Colonial Secretary seconded, and the bill was read a first time.

THE COLONIAL SECRETARY seconded, and the bill was read a first time.

THE ATTORNEY-GENERAL moved the first reading of a Bill entitled An Ordinance to amend The Tramway Ordinance 1891.

The Colonial Secretary seconded, and the bill was read a first time.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

E. R.

TENDERS are invited for the SUPPLY of CARPENTERS, CAULKERS, PLUMBERS, PAINTERS, SCRAPERS, SHOEMAKERS or LEATHERWORKERS for the period of 12 months commencing 1st July next to H.M. NAVAL YARD.

Forms of tender can be obtained at the Chief Constructor's Office, NAVAL YARD, Hongkong, and when filled in should be deposited in the Tender Box at the Main Gate of the Yard not later than Noon on WEDNESDAY, 16th June, 1909.

W. T. HOCKADAY,

Chief Constructor.

Hongkong, 11th June, 1909. [842]

## IN THE SUPREME COURT OF HONGKONG.

## IN BANKRUPTCY.

ACTION No. 27 of 1909.

Re TSANG KING of No. 1, Praya Kennedy Town, Victoria, Hongkong, Contractor.

NOTICE IS HEREBY GIVEN that an application has been made to the Court by the above-named Debtor TSANG KING to rescind the Receiving Order dated the 12th day of November, 1908, made against him in the above matter on the ground that he the said TSANG KING has entered into an arrangement with his creditors and the Court has ordered that notice of such application shall be advertised and that any creditor who is not of this date a party to such arrangement is not to be bound by the said Receiving Order being rescinded and shall furnish particulars of his objection to the Official Receiver within 15 days from this date after which date if no objections are received the said Receiving Order will be rescinded without further notice.

G. H. WAKEMAN,

Official Receiver.

845

## THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE CHEMISCH FABRIKEN VORM WILHELM-TER MEER of Urdingen an Rhoda in the Empire of Germany a corporate body according to the laws of the said Empire have on the ninth day of March, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:-

1. The representation of a mermaid in the sea picking up a pink rose on the sea with a ship and a rock in the background, the whole being surrounded by a fancy border with columns surmounted by a statue on each side and a garland above and the Chinese characters 叻地洋行 meaning Meyer foreign firm.
2. A flying eagle bear on his wings a group of crystals which throw their rays in all directions.

The ribbon is for printing the name of the applicants thereon.

The whole is surrounded by a fancy border.

In the name of THE CHEMISCH FABRIKEN VORM WILHELM-TER MEER who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following Goods in the following Class:-

DYES IN CLASS 4.

A facsimile of such Trade Marks can be seen at the Offices of the Colonial Secretary of Hongkong and of the Undersigned.

Dated the 9th day of June, 1909.

DEACON, LOCKER &amp; DEACON,

Solicitors for the Applicants.

843

## FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

Captain J. G. Offert, will be despatched for the above Ports on SATURDAY, the 19th inst., at Noon.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

## RETURN TOURS TO JAP. N.

(Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip \$120.

DAVID SASSOON &amp; Co., Ltd., Agents.

Hongkong, 11th June, 1909. [844]

## FROM EUROPE.

## THE H.A.L. Steamship

Captain Jager, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed at Consignees risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 10th June, 1909. [840]

## NEW ADVERTISEMENT.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

## THE Company's Steamship

"SANUCHI MARU."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 16th June, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 10th June, 1909. [841]

## INTIMATIONS

## NIPPON-YUSEN KAISHA.

(HONGKONG BRANCH).

IT IS HEREBY NOTIFIED that Mr. THOMAS LOFT has Resigned from the Company's service.

T. KUSUMOTO.

Hongkong, 9th June, 1909. [832]

## COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony for 1909-1910 will be open to inspection at the Treasury for Twenty-one days commencing on MONDAY, the 7th June, 1909.

F. H. MAY,

Colonial Secretary.

Hongkong, 2nd June, 1909. [824]

## WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 Rooms, and Servant Quarters. Unfurnished.

Apply—

Care of The Yokohama Specie Bank, Ltd.

Hongkong, 28th May, 1909. [795]

## MONEY TO LEND.

\$150,000 to invest on Mortgage. Mortgage for smaller amounts can be considered. Send Particulars of Securities offered to "K."

Care of "Daily Press" Office.

Hongkong, 20th May, 1909. [537]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [43]

## FOR SALE.

## FOR SALE.

## ELECTRIC PLANT

Consisting of:-

TWO 125 Kilowatt STEAM ALTERNATOR SETS; Output, 60 Amperes at 2100 Volts. The sets comprise Vertical Compound Medium speed Engines, 235 revolutions per minute, by Messrs. ROBEY &amp; Co., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &amp;c.

ALSO

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWN and LINDLEY.

For further particulars apply

HONGKONG ELECTRIC CO., LD., St. George's Buildings.

Hongkong, 23rd April, 1909. [649]

## JUST PUBLISHED.

## MAP OF KWONGTUNG PROVINCE

Showing Kwong Chow-fa, Hongkong, West, East and North Rivers.

This Map is full of detail, Showing Hills, Railways, Rivers, Sand Banks, Custom Houses, etc.

Names in both English and Chinese.

Every Office should have a Copy

Size 55" by 40".

Price on Roller ..... \$5.00

Folded ..... \$4.50

BREWSTER &amp; Co., Ltd., Pedder Street.

Hongkong, 5th June, 1909. [822]

## THE DAIRY FARM CO., LTD.

## BUTTER

AT PRICES TO SUIT EVERYONE.

"BUTTERCUP" Brand ..... 65 cts. a lb.

"DAIRYMAID" ..... 70 " "

"DAISY" ..... 75 " "

PASTRY BUTTER ..... 60 " "

## OUR SPECIAL

## "HONEYSUCKLE" BRAND

\$1 per lb.

This Butter which is Absolutely Fresh, is undoubtedly the finest in Asia.

[563]

## DAVID COESAR &amp; SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX

RELLANCE CROWN TARPAILING

ABNHOLD, KARBURG &amp; CO. Sole Agents.

1674

## AUCTION.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCRETE, TO-MORROW (SATURDAY), the 12th June, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Lee House Street, A FINE ASSORTMENT OF S M Y R N A CARPETS, Various Colours and Sizes. On View on FRIDAY, the 11th June, 1909. Terms—As Usual.

HUGHES &amp; HOUGH,

Auctioneers. [833]

## DON'T DELAY CALLING!

## JUST UNPACKED A NEW STOCK of the Latest FASHIONABLE GOODS

Comprising:-

Latest Style VEILING, by Yard and Piece.

Assorted Colours Plain, Dotted and Chiffon.

NECK FRILLINGS.

LADIES' FINEST PURE LINEN AND COTTON.

Latest Design PRESENTATION HANDKERCHIEFS, PLAIN, OPENWORK and EMBROIDERED.

HOOSAIN-ALI &amp; Co., 14, Queen's Road, Central. [41]

## A TACK &amp; CO.

FURNITURE &amp; PHOTO GOODS STORE, 26, Des Voeux Road, CENTRAL.

DEALERS IN LADIES' &amp; GENTS' BOOTS &amp; SHOES, UMBRELLAS, &amp;c., &amp;c.

Cameras fitted with "ZEISS," "GOETZ," "ROSS" &amp; "ALDIS" Lenses.

DEVELOPING AND PRINTING—A SPECIALITY.

Hongkong, 24th April, 1909. [37]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

## TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply—

CHATER &amp; MODY, Victoria Buildings.

Hongkong, 1st February, 1909. [264]

## TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.

Hongkong, 28th May, 1909. [797]

## POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kiliang, the Beautiful Summer Resort and Sanatorium, near Foochow, to be let, fully furnished; for the whole season. Apply to Office of this paper for references.

Apply to—

Messrs. PERCY SMITH &amp; SETH, No. 5, Queen's Road Central.

Hongkong, 23rd February, 1909. [213]

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON &amp; Co., LTD.

Apply—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 4th June, 1909. [818]

## TO LET.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—

Messrs. PERCY SMITH &amp; SETH, No. 5, Queen's Road Central.

Hongkong, 23rd February, 1909. [213]

## TO LET.

UP-TO-DATE HOUSES in HUMPHREYS' AVENUE, Kowloon, with Gardens at entrance.

Apply to—

TAM TSE KONG, 42, Bonham Street West, or HUNG CHONG, 60, Elgin Road, Kowloon.

Hongkong, 4th June, 1909. [819]

## TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply—

T. B. L., Care of "Daily Press" Office.

Hongkong, 11th May, 1909. [723]

## TO LET.

NO. 5, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

Apply to—

ARRATON V. APCAR &amp; Co., 14, Des Voeux Road.

Hongkong, 3rd March, 1909. [399]

## TO LET.

GODOWN, No. 9, Duddell Street.

Apply—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 4th June, 1909. [817]

## TO LET.

## TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground, No. 1, ALBANY, from 1st July, 1909. NEW FIVE ROOMED HOUSES in Shelley Street. The EYRIE, No. 15, Peak. Unfurnished from 1st June, 1909. FERNSIDE No. 71, Peak Unfurnished from 1st May, 1909. C.M.S. PBAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

BELLIS TERRACE HOUSES, Robinson Road.

FOR SALE—TOR CRIST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD &amp; DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 28th May, 1909. [100]

## TO LET.

ROOMS suitable for Offices in No. 10, Lee House Street, in rear of David Sassoon &amp; Co.'s premises.

Apply to—

DAVID SASSOON &amp; Co., LTD., Hongkong, 1st May, 1909. [553]

## TO LET—FURNISHED.

FROM JUNE 15TH TO SEPTEMBER 30TH, 1909.

NO. 7, MACDONNELL ROAD. Equipped with Electric Light and Ceiling Fans.

Apply to—

HERBERT W. LOOKER, 1, Des Voeux Road Central.

Hongkong, 26th May, 1909. [782]

## TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID &amp; Co., Prince's Buildings.

Hongkong, 25th March, 1909. [518]

## STORAGE.

FOR COAL, TIMBER, &amp;c.

TO BE LET, a PORTION of MARINE LOT No. 225 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 &amp; 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK &amp; Co., Ltd.

Hongkong, 8th June, 1906. [95]

## TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply—

Messrs. JARDINE, MATHESON &amp; Co., LTD.

Hongkong, 31st May, 1909. [807]

## TO LET.

FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &amp;c.

Apply to—

HUMPHREYS ESTATE &amp; FINANCE COMPANY, LIMITED.

Hongkong, 1st June, 1909. [547]

## TO LET.

CONDUIT ROAD LEVEL. A WELL FURNISHED ROOM with Bathroom attached, overlooking the Harbour, will be vacant on the 1st of June. For particulars address—

Care of "Daily Press" Office.

Hongkong, 14th May, 1909. [50]

## TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RYAN TERRACE, OFFICES to Let, No. 2, Connaught Road.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST. BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 1st June, 1909. [97]



**FOR PREVENTION**

It is an admitted fact that prevention is better than cure, and in no sense is it more true than in regard to bodily health. What may at first be but a slight ailment may, if allowed to go unchecked, develop into a real danger—only to be removed at the expense of much sacrifice and suffering. It is well, therefore, to understand that, taken in time, **BEECHAM'S PILLS** will quickly go to the root of the trouble and prevent serious illness.

**FOR CURE**

If you find yourself suffering from a disordered condition of the Liver, Stomach, Kidneys, or Bowels, **BEECHAM'S PILLS** may be relied upon with the greatest confidence, not only to give immediate relief, but to effect a permanent cure. This medicine acts successfully in cases where more potent means often utterly fail. It strengthens all the vital organs, particularly those of nutrition, secretion, and excretion, and many even who regard themselves as confirmed invalids might regain all their health and happiness if they would only **TAKE BEECHAM'S PILLS.**

Sold everywhere in boxes, price 9d., 1/3 & 2/6.

**INSURANCE**

**NOETH BRITISH AND MERICAN FIRE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

Authorised Capital £25,000,000  
Subscribed Capital 2,750,000  
Paid-up Capital 637,500 0 0  
II. Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Companies, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SHEWAN, TOMES & CO., Agents.**

Hongkong, 21st July, 1908. [1019]

**DR. M. H. CHAUN.**

The latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. [415]

**SUN TING**

**SURGEON DENTIST.**

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [504]

**AUTOMATIC BROWNING POCKET PISTOLS.**

CALIBRE 7.65 m.m.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS IN 2 SECONDS.

**SIEMSEN & Co.**  
Hongkong, 6th March, 1907. [47]

**NEW CARTRIDGES.**

BY popular English Manufacturers. In all Bore and Sizes.

**SMOKELESS POWDERS and CHILLED SHOTS.** From No. 10 to 888G. at \$5, 57 and \$750 per 100. SPOOTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

**WM. SCHMIDT & Co.**  
Hongkong, 26th October, 1906. [623]

**GUNS.**

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech-loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free.

**C. JAMES & REYNOLDS,**  
George Street, Minorities, London, E.C., Eng.

**NOTICES TO CONSIGNEES**

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI"

FROM LEITH, ANTWERP, MIDDLESBRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods to be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 15th June, at 11 A.M.

**GIBB, LIVINGSTON & Co., Agents.**

Hongkong, 6th June, 1909. [838]

**NOTICE TO CONSIGNEES**

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

**THE Steamship**

"GLENESK"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Claims will be recognized if not presented within 14 days of the ship's arrival.

**MCGREGOR BROS. & GOW.**  
Hongkong, 9th June, 1909. [830]

**NOTICES TO CONSIGNEES**

**NAVIGAZIONE GENERALE ITALIANA.**

(Florio and Rubattino-United Companies)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

**THE Steamship**

"ISCHIA"

having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before NOON on the 15th inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 A.M.

No Fire Insurance has been effected.

**CARLOWITZ & Co., Agents.**

Hongkong, 6th June, 1909. [4]

**S.S. "TOURANE"**

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Matapan" from Havre ex s.s. "Matapan" from Bordeaux ex s.s. "Frederic Nivoli" and "Ville de Cotte" in connection with the above Steamer are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 14th June, at NOON, will be subject to rent and landing charges.

All claims must be sent to me on or before the 14th June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 14th June, at 3 P.M.

No Fire Insurance has been effected.

**P. DE CHAMPMORIN, Agent.**

Hongkong, 7th June, 1909. [2]

**NOTICE TO CONSIGNEES**

FROM BOMBAY, COLOMBO AND STRAITS.

**THE P. & O. S. N. Co.'s Steamer**

"DEVANHA"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, ex s.s. "Macedonia".  
From Australia, ex s.s. "India".  
From Calcutta, ex s.s. "Nile".  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless intimation is given to the contrary within 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT, Superintendent.**

Hongkong, 9th June, 1909. [1]

**THE CHIT SYSTEM IN JAPAN.**

For some years remarks the *Japan Gazette* the Chit System in force in various parts of the Far East have become a problem, especially among Hotel proprietors, and by some hoteliers in Singapore, Hongkong and Shanghai the practice of accepting chits, especially in the bars, has been discontinued. A step in this direction—the first in Japan, we believe—is now being taken in Kobe, by the Oriental Hotel, Ltd., by whom it is announced that on and after the 1st June the Chit System, now in force with local customers in the Bar (only) of the Hotel, will be discontinued. There can be little doubt that the practice which has become such a recognized thing in Japan, and throughout the Far East, of signing chits and in too many cases the signing has become the chief thing—has proved a nuisance to many, and to none more than to Hotel-keepers. Young fellows who would hesitate to order refreshments if they had to put their hand in their pocket and pay out ready cash, find it so easy to attach their names to a chit, little thinking of the difficulty of paying until the collector calls at the end of the month. To young men especially the temptation to abuse the chit system is great, and in many cases the wreck of young fellows' bodies financially and morally can not doubt be traced to this pernicious practice. Apart, however, from this phase of the question, the delay in payment, and sometimes the loss of the money altogether, is a serious matter for hotel proprietors. The Oriental Hotel at Kobe in taking the initiative in this matter may at first suffer by reason of a temporary loss of trade, but in the long run it will no doubt find the step a profitable one. In Kobe it is stated that other hotels contemplate following example set by the Oriental, and no doubt in time hotels in other parts of the country will follow suit. If there were no signing of chits there would no doubt be less drinking, and with it less bills due to the hotels and other tradesmen, and fewer cases of financial embarrassments, bringing in its train worry to men and their families.

**APENTA**

**NATURAL APERIENT WATER.**

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

**GOLD MEDAL.**

St. Louis, 1904.

**DOSE**—A Wineglassful in the morning before Breakfast.

[607-1]

**CHANNEL FERRY.**

PRESIDENT OF BOARD OF TRADE RECEIVED DEPUTATION.

A deputation consisting of Lord Weardale, Sir Charles Rivers Wilson, Sir John Wolfe-Barry, Admiral Sir Cyprian Bridge, Sir William White, ex-Director of Naval Construction; the Hon. George Peel, Mr. Charlton, vice-president of the Council of the London Chamber of Commerce; and Mr. Stanley Machin, chairman of the Council of the London Chamber of Commerce, waited upon Mr. Winston Churchill at the Board of Trade on the subject of the establishment of a ferry service between Dover and Calais.

Lord Weardale stated that in spite of the most friendly encouragement given to it by the British and French Governments and public opinion in both countries, and the most conciliatory and patient representations made to the railway companies concerned, but also progress had been made in consequence of the reluctance of the South-Eastern Railway Company to admit the failure of the Channel Tunnel scheme and to adopt the only practicable alternative of a Channel train ferry. He drew attention to the remarkable progress made in this direction by other Continental countries, notably Denmark and Sweden, where a new service with a sea passage of 58 miles was about to be opened under Government guarantee.

**A DEADLOCK.**

In the case of the Channel ferry the different objections raised by the railway companies had, he hoped, been successfully overcome, except in one important particular, namely the possibility of accommodation in Dover Harbour, and it was upon that point that they invited the intervention of the President of the Board of Trade. The Dover Harbour authority was in a peculiar position. Ostensibly a quasi-public authority, it was really in a position of dependence upon the railway companies, and therefore obliged to subordinate public to railway interests. He had been bound to admit that the railway companies had, as shown in recent correspondence, manifested a more friendly disposition, and was not without hope that the intervention of the Board of Trade would accentuate that tendency and bring about a solution of the present deadlock with regard to Dover Harbour. Dover Harbour was constructed with the money of the taxpayers of the Kingdom; consequently the public had right to any advantage that its construction made possible.

Sir John Wolfe-Barry referred to the objections raised by the railway companies as to the possibility of providing ferry service in Dover Harbour, and declared these in his opinion to be groundless.

Sir William White, alluding to the ferry steamers now being constructed on the Tyne for the new Swedish service, with details of which he was familiar, stated that ferry steamers of suitable capacity could be designed for the Channel without any difficulty whatever. He added that the carriage of trains upon the decks of the steamers would actually increase their stability and would in no way interfere with the facility of navigating them.

**OTHER FERRIES.**

Sir Charles Rivers Wilson, speaking as chairman of the General Trunk Railway of Canada, gave his experience of the working of ferries on that system, and stated that in many instances these ferries were being successfully operated, under conditions of fog and heavy weather, over stormy seas which might quite fairly be compared with the worst conditions in the British Channel.

Admiral Sir Cyprian Bridge mentioned the case of the train ferry in the United States across the estuary of the Chesapeake, really an arm of the Atlantic Ocean. There the hydrographic and weather conditions were not unlike those in the Straits of Dover. Notwithstanding the competition of the coasting trade which runs parallel to the ferry and of some three other parallel lines of railway at no great distances from it, the amount of merchandise annually carried by the ferry is some five times the amount of merchandise carried by the present cross-Channel steamers in the Dover Straits.

Mr. Winston Churchill, in reply, dealt at some length on the defects and discomforts of the existing system, as affecting particularly the passenger traffic. He reasserted in emphatic terms the favour with which the Government continued to regard any amelioration of that service such as provided by the Channel ferry, which appeared to him to be the only practicable method of improvement at present in view. He discussed the relation of the Board of Trade with the railway companies in this instance, and stated that he was willing to do all in his power to advance the project. With that in view he would endeavour to bring about a direct understanding between the advocates of the Channel ferry and the railway company in regard to the question involved for the accommodation and working of the ferry in Dover Harbour. He thought that the first step should be a free conference between the experts on both sides, which he would take measures to bring about. His subsequent action would depend on the results of that meeting.

**THE CHIT SYSTEM IN JAPAN.**

For some years remarks the *Japan Gazette* the Chit System in force in various parts of the Far East have become a problem, especially among Hotel proprietors, and by some hoteliers in Singapore, Hongkong and Shanghai the practice of accepting chits, especially in the bars, has been discontinued. A step in this direction—the first in Japan, we believe—is now being taken in Kobe, by the Oriental Hotel, Ltd., by whom it is announced that on and after the 1st June the Chit System, now in force with local customers in the Bar (only) of the Hotel, will be discontinued. There can be little doubt that the practice which has become such a recognized thing in Japan, and throughout the Far East, of signing chits and in too many cases the signing has become the chief thing—has proved a nuisance to many, and to none more than to Hotel-keepers. Young fellows who would hesitate to order refreshments if they had to put their hand in their pocket and pay out ready cash, find it so easy to attach their names to a chit, little thinking of the difficulty of paying until the collector calls at the end of the month. To young men especially the temptation to abuse the chit system is great, and in many cases the wreck of young fellows' bodies financially and morally can not doubt be traced to this pernicious practice. Apart, however, from this phase of the question, the delay in payment, and sometimes the loss of the money altogether, is a serious matter for hotel proprietors. The Oriental Hotel at Kobe in taking the initiative in this matter may at first suffer by reason of a temporary loss of trade, but in the long run it will no doubt find the step a profitable one. In Kobe it is stated that other hotels contemplate following example set by the Oriental, and no doubt in time hotels in other parts of the country will follow suit. If there were no signing of chits there would no doubt be less drinking, and with it less bills due to the hotels and other tradesmen, and fewer cases of financial embarrassments, bringing in its train worry to men and their families.

**INTERNATIONAL COTTON CONGRESS.**

The Sixth International Cotton Congress of delegates representing of master cotton spinners and manufacturers' associations was opened at Milan on the 17th ult. Milan is the chief commercial centre in Italy and the cotton trade is carried on in the town to a considerable extent. The congress was attended by 400 delegates. Of the 22 cotton-manufacturing countries represented in the international committee, 16 are personally represented at the congress, these being England, the United States, France, Germany, Italy, Belgium, Switzerland, Holland, Denmark, Norway, Sweden, Russia, Japan, India, Spain and Portugal. Last year 15 countries were personally represented. The Prefect and the Mayor of Milan both welcomed the delegates. Baron Cantoni (Italy), president of the congress, in welcoming the delegates said that Milan was the city of a nation in which the cotton industry was of comparatively recent development, and it offered, with all the enthusiasm of youth and national character, a hearty welcome to the delegates. Important results were expected from the deliberations of an assembly which had obtained an established economic position, and the congress would not fail to respond to that expectation. The presence of lady visitors reminded him that they must not omit a word of remembrance of the millions of women workers engaged in textile industries all over the world.

**REPORT BY MR. C. W. MACARA.**

Mr. C. W. Macara (England), chairman of the international committee, presented a report on the year's work. He prefaced it by acknowledging the encouragement which the gracious reception by the King of Italy had given to the committee. Mr. Macara went on to say that the depression in the cotton trade had considerably deepened since the last congress. The losses were as exceptionally severe as the profits were exceptionally good in the previous years. This state of things was the natural sequence of over-expansion, which invariably accompanied a period of prosperity. It was most unfortunate for both capital and labour, the experiences of the past seemed to be entirely overlooked at such times, and that former errors were repeated. He was in favour of any united action which might be taken to prevent a recurrence of extending the productive power of the industry beyond the probable requirements of trade. There were now about 135 million spinning spindles, an increase in five years of 30 million, or more than double the required amount. It was a method of dealing with the vicissitudes of the cotton industry had made much progress since 1904, though before that year it did not find much favour outside England. This year, he regretted to say, the English federation had not received the requisite majority to curtail production on an organized basis, and this was possibly due to a feeling of resentment against those firms, not members of the federation, who during the recent stoppage ran their mills full time and would not co-operate in any organized short-time movement. Ultimately, he considered, the trade would be brought into line on this question. The whole reason of the International Federation's work demonstrated how much could be done by united action. Schemes considered Utopian when they began were now accomplished.

**THE BRITISH COTTON GROWING ASSOCIATION.**

Mr. J. R. Byrom (England), reporting on the work of the British Cotton Growing Association, said that in consequence of the serious drought which occurred throughout the whole of West Africa in 1907 (the first for 30 years), the association had to record their first serious important check. In other parts of the Empire, and more especially in Uganda, great progress had been made. During the latter part of 1908 owing to the financial crisis in the United States and the dispute in the Lancashire cotton industry, cotton was difficult to sell and could only be disposed of at low prices. This might have the effect of discouraging, and would certainly check for a time, the development of new cotton fields. There were, however, distinct signs that there might shortly arise a steady demand for cotton goods, and consequently for raw cotton. It had now been definitely proved that large quantities of cotton could be produced in the British Empire, and all that was required was time, perseverance, and the necessary capital.

**WHAT A HUSBAND EXPECTS OF A WIFE.**

Mr. Richard Le Gallienne, writing in *Cassell's Magazine* on "Wives Made to Order," declares plainly that "any man should be glad of any woman and any husband should be grateful for any wife." Man do not deserve women. "I have only met one man who deserved a wife—and she married another man." He thus satirises the exacting demands that any husband makes on any wife.

He expects her to be perfect, of course, even as he is perfect; yet if she is too perfect, she gets on his nerves. He expects her to echo all his ways and moods, yet again he expects her to preserve her own individuality and have some opinion of her own. He expects to have his own little innocent flirtations, but was unto her if she turns her eyes to the right or the left. One right he particularly reserves to himself is that of talking by the hour of his former love-affairs, and expecting her heart-felt sympathy for his ceaseless over vanished faces; yet denying her the skill of one tender reminiscence for his lordship over her is jealously retrospective and permits her no dalliance with memory. In fact, before he was, she was not. For as was made in the image of God, the wife must be made in the image of her husband. The finite expression of his infinite, the earthly echo of his piousness omniscience, the pearl shell that holds as in a pink and opal case, the music of the mysterious ocean of his mind.

Yes! men, and particularly husbands, are exceedingly comic creatures, and to laugh up your sleeve at your husband, yet love him all the time, is an art which every successful wife has possessed since man first met woman and the sad world began.

I read a delightful story of Ibsen the other day which struck me as very timely. It was of sewing his own buttons on. You couldn't trust a woman, he said, to sew a button to stay. He was fond of saying this to his friends in the presence of his wife. She sat by and smiled, but when he was out of hearing, she whispered to one of those friends: "I always go over them again afterwards, because he never knows the thread."

What sublime tact was there! And how how tenderly his married husband, the speaker of preserving the peace of the household. Mr. Le Gallienne recommends that the most sensible wife a man can take is one who has been married before; she has mastered the masculine paradox.

**HOW TO BE BEAUTIFUL.**—Keep your complexion, Mrs. Ellen's Crème Charmanche, Lait Charmanche and Special Skin Tonic and Poudre Charmanche will enable you to do it. Her specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. 50, Abchurch Lane, London, E.C. 4.

**SHANGHAI TRADE.**

Messrs. Ilbert and Co.'s Piece Goods Market Report says:—

There is no new feature to report as regards our market, which continues quiet, though by very gradual stages the shortage of stock in a slowly increasing list of articles is beginning to show itself, but not sufficiently as yet to encourage fresh buying from producing markets. An uneasy feature has been the long period of drought that has been experienced nearly all over the country, but more especially in the Yangtze provinces, where rain, with one brief exception about five weeks ago, has not fallen for two months. On the whole, the native has had nothing to grumble at so far, for the dry weather has helped him to a very large yield of silks of exceptional quality, while the spring wheat crop, though deficient in grain and quantity, is realizing good prices. However, any further continuance of the drought will very seriously affect the rice crop upon which the whole condition of the market may be said to depend, and its price has commenced to show a rapid upward movement. In parts of this province on the north bank of the Yangtze, some of the canals have been damaged to irrigate the rice fields, to the obstruction of all boat traffic, the natives stating that these waterways would not be unhampered again until the rain came for their paddy.

Messrs. Noel, Murray and Co.'s report on the Shanghai Piece Goods Trade says:—

With the Manchester market closed for the White-tuesday holidays all this week everything has naturally been very quiet here during the interval, assisted materially by an advance in sterling rates when the Exchange Banks resumed business on the Tuesday. Grave fears have been entertained here, and almost all over the country, that a disaster, drought was pending, but happily concealing in its rain in several places, and this morning the weather broke here, after an unusual spell of dryness. Judging from the experience here it is doubtful whether sufficient has fallen to have the desired effect on both the Cotton and Rice crops, the latter commodity, by its steadily advancing price, as a considerable anxiety. Ningpo, we learn, has had a copious fall within the last few days, and the result has been fresh orders for the usual heavy Shirts. Nothing definite is to hand yet as to whether Shanghai has met with the same relief or not, that Province being in about the worst state of any, but further North rain seems to have fallen to satisfactory extent, the news being accompanied by fresh buying orders from Newchwang. Right here is a further illustration of the danger of anticipating a demand from any part of this country when anything untoward happens upsets all calculations. It shows the happy-go-lucky way in which life goes on in China, no provision is ever made to meet emergencies when they come, no lessons are ever learnt from past experience, and so the Country drifts on, its masses still leading a hard to mouth existence, in spite of the endeavours of Foreigners during more than half a century to introduce some methods of reform that would greatly ameliorate their forlorn condition. Crops fail, the famine comes and Foreigners are appealed to for relief! And in the meantime their trade is ruined! The endeavours of the Prince Regent to effect reforms are being frustrated on all sides by the powers that be. In Peking at present, it is therefore good news to learn now that it is his intention to grant an amnesty to the old reformers as soon as the late Empress Grand Dowager's obsequies have been performed. Wiser Counsellors, who have had years of experience in Foreign Countries, may then prevail, and some real reforms effected, and until that is done, especially as regards the currency, no steps should be taken by the Foreign Governments to permit the increased Customs Tariff, so much desired by China now, to come into force. Foreign trade, without some substantial considerations is already sufficiently bristled. Better news has come from Hankow and also Chefoo and it is said orders are in the market for both Ports. So far the only business done has been confined to second hands and doubtless comprises indent cargo that is now arriving and which is being cleared very promptly, being comparatively much cheaper than old stocks that have accumulated interest and storage charges for months, if not years.

**JAPANESE INDUSTRIAL ENTERPRISES.**

**THE QUESTION OF DIVIDENDS.**

The *Yoji Shimpo* has an article on the subject of the dividends likely to be paid by the principal companies for the current half year. The Tokyo Stock Exchange, we are told, has actually derived from its daily transactions sufficient money to pay a dividend of 13.2 per cent., but as in addition to this, it has realised nearly a million yen owing to the appreciation of State securities, it is expected to pay a dividend of 15 per cent. This Company's shares are now quoted at nearly 156, so that they are on less than a 5 per cent. basis. The Tokyo Gas Company also has done remarkably well. Since the commencement of the year the demand for gas, at least, has increased by 20 per cent, and it will certainly be able to pay a dividend of 13 per cent. while at the same time placing ample funds to its

reserves. The Tokyo Electric Light Company again is stated to be looking about 1000 additional orders for lights every month, and it will be able to pay a dividend of 12 per cent. As for the Tokyo Railway it remains conspicuously impoverished so far as dividend is concerned. Its receipts during the half year have exceeded the figure for the preceding half year by about 150,000 yen, so that possibly it may be able to scrape together enough to pay a dividend of 5 per cent., but such a figure compares almost ludicrously with the profits of the Electric Light and the Gas Companies which also have the use of the public streets. The Dai Nippon Beer Company has begun to find a larger sale for its staple, and expects to pay a dividend of 12 per cent. As for the Tanko S. S. Company, there appears to be some uncertainty. The demoralized state of the coal market has greatly affected the Company's income, and whether it will be able to pay a larger dividend than 6 per cent. is also to be doubtful. The Kei Hin Railway also is in a very unfavourable condition. Owing to its losses connected with the Fujimoto affair it will probably not pay a dividend of more than 2 or 3 per cent.

Speaking of the cement-manufacturing industry, the *Hochi Shimbun* says that there are 15 companies in all, 12 of them dating from *entre bellum* days and 3 from *post bellum*. The former group consist of the Asano, the Hokkaido, the Suzuki, the Aichi, the Miwa, the Onaka, the Kizugawa, the Chuo, the Onoda, the Nippon, the Sanyo and the Tosa, the latter group, of the Iwaki, Toei and the Sakum. These 15 have virtually arranged to form a trust so as to avert competition. The market price of cement is low, but the demand has become comparatively brisk and there seem to be good hopes for the industry.—*Japan Mail*.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

**THORNE'S OLD VAT**



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS A TRADITION SINCE 1850.

**SCOTCH WHISKY.**

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

**RIGAUD'S KANANGA OF JAPAN TOILET WATER**

of Imitations.

**RIGAUD & Co.**

PARFUMERS

8, rue Vivienne, 8 Paris-France

**SINGON & CO.**

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Engineers and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

**YOUR STOMACH MAKES OR MARS YOU**

It is your stomach that supplies your body with the nourishment necessary to health, and it is your stomach also that creates nearly all the impurities which poison your blood and cause ill health. How is this? Just the difference between digestion and indigestion. One nourishes, the other poisons. Make sure of digestion. Take Mother Seigel's Syrup. This great medicine never fails because it gives strength to the organs of digestion and ensures their perfect working.

**MOTHER SEIGEL'S SYRUP IS LIFE FOR YOUR STOMACH**

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets. Price, 2/6 per Bottle.

For years I suffered from indigestion. I was very weak and the "true food" I was able and well. But at last I got Mother Seigel's Syrup and it was astonishing how fast I then recovered my health. —From Mrs. SMITH, 3, Palliser St., South Shields.



## SHIPPING.

**ARRIVALS.**  
BRASILIA, British str., 4,536, F. Jager, 10th June—Hamburg and Singapore 3rd June, General—Hamburg-America Line.  
CHANGSHA, British str., 1,227, E. Finlayson, 10th June—Australia ports 10th May, General—Butterfield & Swire.  
DALIN MARU, Japanese str., 900, F. Kaboraki, 9th June—Swatow 7th June, General—Onaka Shosen Kaisha.  
ITHAKA, German str., 2,263, W. Vogeler, 10th June—Hankow 3rd June, Rails—Hamburg-America Line.  
MICHAEL JENSEN, German str., 959, J. Peterson, 9th June—Chefoo 3rd June, General—Jensen & Co.  
SANTU MARU, Japanese str., 3,789, K. Homma, 9th June—London 1st May, General—Nippon Yusen Kaisha.  
Tevet, British str., 5,805, G. W. Parkinson, 10th June—Manila 8th June, General—Butterfield & Swire.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
10th June.  
Brazilia, British str., for Yokohama.  
C. Diadem, German str., for Haiphong.  
Glenloch, British str., for Shanghai.  
Haitan, French str., for Haiphong.  
Ithaka, German str., for Canton.  
Nikko Maru, Japanese str., for Manila.  
Tilgah, Dutch str., for Shanghai.  
Yingchow, British str., for Shanghai.

**DEPARTURES.**  
10th June.  
BUJUN MARU, Japanese str., for Swatow.  
CATHERINE APCAR, British str., for Singapore.  
DEVANA, British str., for Shanghai.  
GILBERT, French str., for Shanghai.  
KNIVBERG, Ger. str., for Quong Chow Wan.  
KURICHOW, British str., for Canton.  
MONTROSE, British str., for Moji.  
SHANTUNG, British str., for Canton.  
TILGOW, Dutch str., for Yokohama.

**SHIPPING REPORTS.**  
The British str. Brasil reports: Good weather, moderate sea and mostly N.E. and E. on the last two days, southerly winds.

**VESSELS IN DOCK.**  
June 10th.  
ABERDEEN DOCK—  
Kowloon Dock—Chun Po, Sir W. Jervoise, Daijia Maru.  
COSMOPOLITAN DOCK—  
TAIKOO DOCK—Maple Leaf, Taming, Kweil in.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY  
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**  
"ISCHIA."  
Captain Belsito, will be despatched as above TO-MORROW, the 12th inst., at NOON.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 9th June, 1909. [4]

**EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE.  
(Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**  
"EMPIRE."  
Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at NOON.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 4th June, 1909. [820]

**"SHIRE" LINE OF STEAMERS, LTD.**  
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

**THE Steamship**  
"SEGURA."  
Captain Hayes, will be despatched as above SATURDAY, the 12th inst., at 4 P.M.  
The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewardess.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 9th June, 1909. [784]

**"SHIRE" LINE OF STEAMERS, LTD.**  
FOR MARSEILLES, LONDON AND ANTWERP.

**THE Steamship**  
"DENBIGHSHIRE."  
Captain W. Barrett, will be despatched as above on or about the 12th June.  
For Freight or Passage apply to  
JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 28th May, 1909. [756]

**REGULAR STEAMSHIP SERVICE**  
(WITH LIBERTY TO CALL AT MALABAR COAST.)  
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
S.S. "PANTAN" ... On 22nd June.  
For Freight and further information, apply to  
DODWELL & Co., Ltd., Agents.  
Hongkong, 28th May, 1909. [699]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	POONA	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 1st July.
HAVRE, COPENHAGEN & ST. PETERSBURG	BRASILIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERICA LINE	On 22nd July.
HAVRE & HAMBURG via STRAITS, &c.	SIAM	Swed. str.	—	Bokhorst	HAMBURG-AMERICA LINE	Middle of July.
HAVRE & HAMBURG via STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	W. Barrett	HAMBURG-AMERICA LINE	On 21st inst.
HAVRE & HAMBURG via STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Rebatat	HAMBURG-AMERICA LINE	On 9th July.
MARSEILLES, LONDON & ANTWERP	ENGLISHSHIRE	Fr. str.	—	Geo. Andersons	JARDINE, MATHESON & Co., Ltd.	About 12th inst.
MARSEILLES, LONDON & ANTWERP	SYDNEY	Swed. str.	—	Porzelius	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	NIPPON	Swed. str.	—	Wm. Fraser	MELCHERS & Co.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	SADO MARU	Jap. str.	—	C. Dewey	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLES, LONDON & ANTWERP	SILVIA	Ger. str.	k.w.	M. Yagi	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	SCANDIA	Ger. str.	k.w.	A. Christensen	HAMBURG-AMERICA LINE	On 12th July, at D'light
MARSEILLES, LONDON & ANTWERP	BIRGO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	HIBANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 1st July, at Noon.
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	MANSHU MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
NAPLES, GENOA, ALGERES, GIBRALTAR, &c.	LUTZOW	Ger. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 28th inst., P.M.
TRIESTE, &c. via SINGAPORE, &c.	E. F. FERDINAND	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 22nd inst.
NEW YORK	INDRANI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 18th inst.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2 m.	Wm. Fraser	NIPPON YUSEN KAISHA	To-morrow, at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	Wm. Fraser	NIPPON YUSEN KAISHA	On 14th July, at Noon.
TACOMA via SHANGHAI & JAPAN, &c.	TACOMA MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 3rd July.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	OCEANO	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 22nd inst.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	SHINANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.
AUSTRALIAN PORTS via MANILA	TANGO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 18th inst., at 10 A.M.
AUSTRALIAN PORTS via MANILA	YUKIMO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS via MANILA	SANUKI MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 9th July, at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-day, at 5 P.M.
AUSTRALIAN PORTS via MANILA	MISHIMA MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 26th inst.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 17th inst., at 5 P.M.
AUSTRALIAN PORTS via MANILA	TILGOW	Dut. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	Quick despatch.
AUSTRALIAN PORTS via MANILA	KURICHOW	Brit. str.	1 m.	Wm. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	KWEIYANG	Brit. str.	1 m.	Wm. Fraser	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHIPSING	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-day, at 5 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 13th inst., at D'light
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-morrow.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 13th inst., at D'light
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	Middle of June.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 17th inst.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 20th inst., at D'light
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 17th inst.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 21st inst., P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 22nd inst.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 3rd July, at Noon.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	Quick despatch.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 13th inst., at 10 A.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-morrow, at 1 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-morrow, at 5 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at 1 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 13th inst., at 9 A.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at 3 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 18th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 17th inst.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
AUSTRALIAN PORTS via MANILA	SHANGHAI	Brit. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"LUETZOW" Capt. C. DEWERS	Wedday, 16th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"YORCK" Capt. J. RANDELMANN	About Thursday, 17th June.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISEKE	Friday, 18th June, at 10 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday, 26th June.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.**  
Hongkong, 4th June, 1909. [5]

## THE BANK LINE, LIMITED.

Taking Cargo on-through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C., SEATTLE & TACOMA**  
VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamer	Tons	Captain	Sailing Date
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathew	On 29th July.
AYMERIC	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**  
For further information apply to  
**DODWELL & Co., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.**  
Hongkong, 21st May, 1909. [5]

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 21st June, P.M.
MARSEILLES via PORTS	"SYDNEY" Capt. Rebatat	On 22nd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 5th June, P.M.
MARSEILLES via PORTS	"TOURANE" Capt. Lancelin	On 6th June, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to  
**P. DE CHAMPORIN, AGENT, Queen's Building.**  
Hongkong, 9th June, 1909. [2]

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF JAPAN" SAT., 12th June. "EMPRESS OF CHINA" SAT., 3rd July. "MONTAGLE" WED., 14th July. "EMPRESS OF INDIA" SAT., 24th July. "EMPRESS OF JAPAN" SAT., 14th Aug.

From Quebec. "ALLAN LINER" FRIDAY, 9th July. "EMPRESS OF IRELAND" FRIDAY, 30th July. "ALLAN LINER" FRIDAY, 20th Aug. "EMPRESS OF BRITAIN" FRIDAY, 10th Sept.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW "PALATIAL" "EMPRESS" Steamships, 14,500 tons, register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10. Intermediate on Steamers £43. "and 1st Class Railway" £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

"MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
**D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.**

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through B. of Lading Issued for BATAVIA, PE HAY, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."  
Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 12th June, at NOON; taking passengers and cargo for the above ports in connection with the Company's steamer "MOOTIAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London &c. will be conveyed via Bombay by the R.M.S. "PERSIA" due in London on the 25th July, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
**E. A. HEWETT, Superintendent.**  
Hongkong, 31st May, 1909. [1]

HONGKONG-BOSTON-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On 16th June. to be followed by S.S. "ST. PATRICK" About 13th July. For Freight and further information apply to  
**SHEWAN TOMES & Co., General Agents.**  
Hongkong, 3rd June, 1909. [777]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRISLS to RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"E. FRANZ FERDINAND."  
Captain E. Nitsche, will be despatched as above on SATURDAY, 26th inst., P.M.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to  
**SANDER, WIELER & Co., Agents, Prince's Buildings.**  
Hongkong, 2nd June, 1909. [3]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with Indo-China Steam Navigation Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & Co., LIMITED, General Agents for China and Japan.**  
Hongkong,



## PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS DELHI	Noon, 12th June	See Special Advertisement
LONDON and ANTWERP	POONA	About 16th June
ANG, COLOMBO PORT SAID and MARSEILLES	Capt. A. R. Vins, R.N.R.	Freight only.
SHANGHAI, MOJI, KOBE, MALTA and YOKOHAMA	Capt. G. M. Montford, R.N.R.	About 17th June
		Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th June, 1909.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, NINGPO and SHANGHAI	"KWEILIN"	On 12th June, 4 P.M.
SHANGHAI	"CHENAN"	On 13th June, 4 P.M.
ROTHOW and HAIPHONG	"SINGAN"	On 13th June, 9 A.M.
MANILA	"TAMING"	On 15th June, 3 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 15th June, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 15th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 16th June, 4 P.M.
SHANGHAI	"LINAN"	On 17th June, 4 P.M.
SHANGHAI	"LINAN"	On 20th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.

TELEPHONE 35. BUTTERFIELD & SWIRE, AGENTS.

For Freight or Passage apply to—  
Hongkong, 10th June, 1909.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI VIA SWATOW, & AMOI	"DALIN MARU" Capt. Y. KUBURAKI	SUNDAY, 13th June, at 10 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th June, 1909. T. ARIMA, Manager.

## DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAICHING" Capt. Passmore	AMOI & FOCHOW	SATURDAY, 12th June, at 1 P.M.
"HAIMUN" Capt. Evans	SWATOW	SATURDAY, 12th June, at 5 P.M.
"HAITAN" Capt. J. S. Rouch	SWATOW, AMOI & FOCHOW	TUESDAY, 15th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 10th June, 1909.

## INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 11th June, 4 P.M.
TIENTSIN VIA SWATOW, WEIHAI-WEI & CHEFOO	"CHIPSHING"	Friday, 11th June, 5 P.M.
SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 13th June, 4 P.M.
SHANGHAI	"WINGSANG"	Tuesday, 15th June, Noon
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon
SANDAKAN	"MAUSANG"	Wednesday, 16th June, Noon
SAMARANG & SOERABAYA	"AMARA"	Thursday, 17th June, 4 P.M.
SHANGHAI	"WAISHING"	Friday, 18th June, Noon
MANILA	"YUENSANG"	Friday, 18th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 19th June, Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 19th June, Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawau, Usukun, Jesselton and Labuan.

For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 11th June, 1909.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
MARSEILLES, HAVRE, COPEN-	"NIPPON"	23rd June.
HAGEN and GOTHENBURG	"YEDDO"	5th July.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of July.
HAVRE, COPENHAGEN and ST. PETERSBURG		

For Further Particulars apply to

MELOCHERS & CO.,  
AGENTS.

Hongkong, 11th June, 1909.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SADO MARU Capt. G. Anderson	6500	WED'DAY, 23rd June, at Daylight
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	BINGO MARU Capt. A. Christensen	6500	WED'DAY, 7th July, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU Capt. K. Kawara	6500	TUESDAY, 22nd June, at 4 P.M.
KOBE and YOKOHAMA	TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon
NAGAGAKI, MOJI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
SHANGHAI, MOJI and KOBE	SANUKI MARU Capt. K. Homma	6500	FRIDAY, 11th June, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	YEBOSHI MARU Capt. B. Kon	4500	THURSDAY, 17th June, at 5 P.M.
	MISHIMA MARU Capt. A. E. Moses	9000	THURSDAY, 17th June, at 5 P.M.
	YETOROFU MARU Capt. K. Soyeda	4500	WED'DAY, 7th July, at Noon.
	TAWATA MARU Capt. T. Sekine	5000	

\* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.

‡ Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—  
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU - (Capt. H. FRASER) - About Wed. 30th June

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 23rd July

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th August

ATSUTA MARU - (Capt. WM. THOMPSON) - About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS  
BETWEEN  
HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st &amp; 2nd CLASS), AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,  
MANAGER.

Hongkong, 8th June, 1909.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 12th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

## HAMBURG-AMERIKA LINIE

HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD.

FOR	STEAMERS	DATE
SHANGHAI, YOKOHAMA & KOBE	S.S. BRASILIA	12th June
	S.S. SEGOLIA	22nd June
	S.S. SLAVONIA	2nd July
	S.S. C. PERD. LAETZ	12th July
	S.S. ANDALUSIA	18th July
	S.S. SAXONIA	28th July
	S.S. DORTMUND	10th Aug.
	S.S. SPEZIA	18th Aug.
	S.S. JLLYRIA	28th Aug.
	S.S. AMERICA	31st Aug.
HAVRE & HAMBURG	S.S. SENEGAMBIA	21st June
	S.S. SILVIA	28th June
	S.S. ROTTERDAM & HAMBURG	1st July
	S.S. ISTRIA	9th July
	S.S. SCANDIA	12th July
	S.S. BRASILIA	22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 10th June, 1909.

Hongkong Office.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPLORED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.  
Hongkong, 5th June, 1909.

Telephone No. 375.

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## OSAKA SHOSEN KAISHA.

## INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers Tons (gross reg.) Captain Sailing Date.

"TACOMA MARU" 6,178 On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidship. A limited number of Cabin passengers carried at low rates.

Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909. T. ARIMA, Manager

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## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	" Aug 30th, at Noon.
S.S. HONGKONG MARU	6000 "	" Oct 26th, at Noon.
S.S. MANSU MARU	5000 "	" Dec 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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## THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

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Japan Office:—  
14, WATER STREET, YOKOHAMA.

759] HONGKONG.

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS of TAKASHIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union

AGENTS—  
YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRAHAM & Co.

MANILA: Messrs. MACONDEAT & Co.

For Particulars apply to

H. OISHI, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909.

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Cutler, Palmer &amp; Co.'s

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